

Immediately below you will find excerpts from a slideshow presented by Joseph Carra of the National Center of Statistics & Analysis.

SAFETEA would provide the funding resources needed to overcome the challenges

With that money, we can take the most important step leading to the Vision

- Section 412 – State Traffic Safety Information System Improvements.
 - \$50 million grant program per year to States for 6 years.
 - For States to:
 - improve timeliness, accuracy, completeness, uniformity, integration and accessibility of the safety data;
 - evaluate the effectiveness of improvements;
 - link State data systems with other data systems within the State; and
 - improve the compatibility and interoperability of the state's data systems with other states' and national data systems.
- 412 Requirements for States
 - First Year Grant Eligibility
 - Established a State TRCC
 - Developed a multiyear highway safety data strategic plan
 - Successive Year Grants Eligibility
 - Submit an updated multiyear plan
 - Certify that its TRCC continues to operate
 - Specify how the grant funds are used
 - Demonstrates measurable progress toward achieving goals in strategic plan
 - Includes a current report on the progress in implementing strategic plan

Below are portions of the Administration's SAFETEA document pertaining to traffic records and traffic safety data.

SEC. 1402. HIGHWAY SAFETY IMPROVEMENT PROGRAM; FLEXIBILITY FOR SAFETY INITIATIVES

(a) ESTABLISHMENT OF PROGRAM.--Chapter 1 of title 23, United States Code, is amended by inserting the following new section after section 149:

“§ 150. Highway Safety Improvement Program

“(a) ESTABLISHMENT.--The Secretary shall establish and implement a highway safety improvement program in accordance with this section, in order to significantly reduce fatalities and serious injuries on the Nation's roadway system.

“(b) PROGRAM.--

“(1) STATE RESPONSIBILITIES.--To receive funds under this section, each State shall have a process in place that identifies and analyzes highway safety problems and opportunities and will produce a program of projects for funding under this section based on this analysis. Such process and program of projects shall be known as the Highway Safety Improvement Program. The statewide program shall identify hazardous locations, sections, and elements including roadside obstacles, railway- highway crossing needs, and unmarked or poorly marked roads that may constitute a danger to motorists, bicyclists, pedestrians, and other highway users. States shall also

have crash data systems and the ability to perform safety problem identification and countermeasure analysis.

“(2) PROGRAM ADMINISTRATION.--The Secretary shall establish implementing guidelines for this program, which shall include at a minimum the following components:

“(A) STRATEGIC APPROACH TO HIGHWAY SAFETY.--Each State shall, as appropriate, adopt strategic and performance-based goals for its Highway Safety Improvement Program. This statewide program shall address safety problems and opportunities on all roadways within the State, focus resources on areas of greatest need, and be complementary to the programs developed in response to section 402 of this title.

“(B) DATA IMPROVEMENT PROGRAM.—Each State shall, as appropriate, advance its capabilities for traffic records data collection, analysis, and integration with other sources of safety data such as roadway inventories. Such a data improvement program shall be complementary to the programs supported by sections 402 and 412 of this title; include all public roads; and contain provisions to identify hazardous locations, sections, and elements on these public roads that constitute a danger to motorists, bicyclists, and pedestrians.

“(C) PROGRAM OF IMPROVEMENTS.—Each State shall determine priorities for the correction of hazardous roadway locations, sections, and elements, including railway-highway crossing improvements, as identified through crash data analysis; identify opportunities for preventing the development of such hazardous conditions; and establish and implement a schedule of safety improvement projects for hazard correction and hazard prevention.

“(D) EVALUATION.—Each State shall, as appropriate, establish an evaluation process to analyze and assess results achieved by safety improvement projects carried out in accordance with procedures and criteria established by this section, and such information shall be used in setting priorities for safety improvement projects.

“(c) REPORTS.--Each State shall report to the Secretary on progress being made to implement safety improvement projects under this section and the effectiveness of such improvements. The Secretary shall establish the content and schedule for such reports.

“(d) ELIGIBLE PROJECTS.—

“(1) IN GENERAL.—A State may obligate funds apportioned to it under this section for any safety improvement project on any public road or publicly- owned bicycle or pedestrian pathway or trail.

“(2) SAFETY IMPROVEMENT PROJECT.—For purposes of this section the term ‘safety improvement project’ means a project that corrects or improves a hazardous roadway location or feature, or proactively addresses highway safety problems, including: intersection improvements, pavement and shoulder widening, installation of rumble strips and other warning devices, improving skid resistance, improvements for pedestrian or bicyclist safety, railway-highway crossing safety, traffic calming, elimination of roadside obstacles, improving highway signage and pavement marking, installing priority control systems for emergency vehicles at signalized intersections, installing traffic control or warning devices at locations with high accident potential, safety conscious planning, and improving crash data collection and analysis.

“(e) FUNDING.—Sums authorized to be appropriated to carry out this section shall be apportioned in accordance with section 104(b)(5).

“(f) FEDERAL SHARE.—The Federal share payable on account of any project carried out under this section shall be 90 percent of the cost thereof.

“(g) USE OF FUNDS.--Beginning in fiscal year 2005 and for each fiscal year thereafter, 10 percent of the funds available to a State to carry out the highway safety improvement program established in accordance with this section shall be obligated for projects under section 402 of this title, unless by October 1 of the fiscal year in which funds become available to a State the State has enacted a primary safety belt law or the State demonstrates that the safety belt use rate in that State meets or exceeds 90 percent. A State subject to the provisions of this subsection must have in place or adopt a strategic highway safety plan in accordance with section 151 of this title. Activities funded under this subsection shall be consistent with such a plan.

“(h) USE OF OTHER FUNDING FOR SAFETY.—Nothing in this section shall be interpreted to prohibit the use of funds made available under other sections of this title for highway safety improvement projects, and States are to encouraged to address the full scope of their safety needs and opportunities by using other funds unless provisions exist that prohibit such use.”.

(b) APPORTIONMENT OF HIGHWAY SAFETY IMPROVEMENT PROGRAM FUNDS.—Section 104 of such title is amended--

(1) by inserting in subsection (a) “the Highway Safety Improvement Program under section 150,” after “section 204,”;

(2) by inserting in subsection (b) “the Highway Safety Improvement Program,” after “Improvement Program,”; and

(3) by adding at the end of subsection (b) the following new paragraph:

“(5) HIGHWAY SAFETY IMPROVEMENT PROGRAM.—

“(A) IN GENERAL.-- For the Highway Safety Improvement Program, in accordance with the following formula:

“(i) 25 percent of the apportionments in the ratio that--

“(I) the total lane miles of Federal-aid highways in each State; bears to

“(II) the total lane miles of Federal-aid highways in all States.

“(ii) 40 percent of the apportionments in the ratio that--

“(I) the total vehicle miles traveled on lanes on Federal-aid highways in each State; bears to

“(II) the total vehicle miles traveled on lanes on Federal-aid highways in all States.

“(iii) 35 percent of the apportionments in the ratio that--

“(I) the estimated tax payments attributable to highway users in each State paid into the Highway Trust Fund (other than the Mass Transit Account) in the latest fiscal year for which data are available; bears to

“(II) the estimated tax payments attributable to highway users in all States paid into the Highway Trust Fund (other than the Mass Transit Account) in the latest fiscal year for which data are available.

“(B) Minimum apportionment.--Notwithstanding subparagraph

(A), each State shall receive a minimum of 1/2 of 1 percent of the funds apportioned under this paragraph.”.

(c) FLEXIBILITY FOR SAFETY INITIATIVES.--Chapter 1 of such title, as amended by this Act, is further amended--

- (1) by repealing section 152;
- (2) by redesignating section 151 as section 152; and
- (3) by inserting the following new section 151 after section 150:

“§ 151. Flexibility for safety initiatives

“(a) IN GENERAL.—As provided in this section, a State that develops and implements a strategic highway safety plan and comprehensive safety planning process shall have the flexibility to use funds available under section 150 of this title, the Highway Safety Improvement Program, for title 23 safety purposes not otherwise eligible under such section, including funding for public awareness, education, and enforcement.

“(b) STRATEGIC HIGHWAY SAFETY PLAN.—To qualify for flexible safety funding as provided under this section, the State strategic highway safety plan must--

“(1) be based on a collaborative process that includes the State Department of Transportation, the Governor's Representative for Highway Safety, persons responsible for administering section 130 of this title at the State level, and other major State and local safety stakeholders, including Operation Lifesaver;

“(2) address engineering, education, enforcement, and emergency services elements of highway safety;

“(3) consider the results of existing State transportation and highway safety planning processes; and

“(4) be certified by the Secretary, in consultation with the Federal Highway Administration and the National Highway Traffic Safety Administration, as based on a comprehensive, collaborative process, and effective analyses of State crash data.

“(c) SAFETY ACTIVITIES CONSISTENT WITH PLAN.—To qualify for the flexible use of funds available under sections 150 and 402(k) in accordance with this section, activities must be consistent with the State strategic highway safety plan.

“(d) OTHER TRANSPORTATION AND HIGHWAY SAFETY PLANS.— Nothing in this section shall require a State to revise existing State processes, plans, or programs.

“(e) FLEXIBLE FUNDING.--A State that receives funds under section 150 shall use such funds for projects eligible under such section, except that up to 50 percent of such funds may be used for activities eligible for assistance under section 402 of this title that are consistent with the State's strategic highway safety plan and not otherwise eligible for assistance under section 150.”.

(d) ELIMINATION OF SURFACE TRANSPORTATION PROGRAM SET- ASIDE.--Section 133(d) of such title is amended by striking paragraph (1) and by redesignating paragraphs (2) through (5) as paragraphs (1) through (4), respectively.

(e) CONFORMING AMENDMENTS.

(1) The analysis for chapter 1 of such title is amended—

(A) by striking the item relating to section 152;

(B) by renumbering "151. National bridge inspection program." as "152"; and

(C) by inserting after the item relating to section 149 the following:

"150. Highway Safety Improvement Program.

"151. Flexibility for safety initiatives.”.

(2) Section 130 of such title is amended--

(A) by striking subsections (e) and (f) and redesignating subsections (g) through (j) as (e) through (h), respectively; and

(B) in subsection (f), as redesignated by this Act, by striking "authorized to be appropriated to carry out this section" and inserting "made available as provided under section 150 of this title to carry out this section".

(3) Section 154(c)(3) of such title is amended by striking "152" and inserting "150".

(4) Section 164(b)(3) of such title is amended by striking "152" and inserting "150".

(5) Section 409 of such title is amended by striking "152" and inserting "150".

SEC. 1502. STATEWIDE PLANNING.

Section 135 of title 23, United States Code, is amended by striking subsections (a) through

(i) and inserting the following:

“Statewide planning shall be carried out in accordance with section 5204 of title 49, United States Code.”.

Sec. 1503. STATE PLANNING AND RESEARCH.

(a) STATE PLANNING AND RESEARCH.—Chapter 5 of title 23, United States Code, is amended by striking section 505.

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“(ii) all dependent Indian communities within the borders of the United States, whether within the original or subsequently acquired territory thereof and whether within or without the limits of a State; and

“(iii) all Indian allotments, the Indian titles to which have not been extinguished, including rights-of-way running through such allotments.”.

(b) The item relating to section 407 in the analysis of chapter 4 of title 23, United States Code, is amended to read as follows:

“407. Federal coordination and enhanced support of emergency medical services.”.

SEC. 2004. STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS

(a) Chapter 4 of title 23, United States Code, is amended by adding the following section:

"§ 412. State traffic safety information system improvements

“(a) GENERAL AUTHORITY.--

“(1) AUTHORITY TO MAKE GRANTS.--Subject to the requirements of this section, the Secretary shall make grants to States that adopt and implement effective programs to--

“(A) improve the timeliness, accuracy, completeness, uniformity, integration and accessibility of the safety data of the State that is needed to identify priorities for national, State, and local highway and traffic safety programs;

“(B) evaluate the effectiveness of efforts to make such improvements;

“(C) link these State data systems, including traffic records, with other data systems within the State, such as systems that contain medical, roadway and economic data; and

“(D) improve the compatibility and interoperability of the data systems of the State with national data systems and data systems of other States and enhance the ability of the Secretary to observe and analyze national trends in crash occurrences, rates, outcomes, and circumstances. Recipient States may use such grants only to implement such programs.

“(2) MODEL DATA ELEMENTS.--The Secretary, in consultation with States and other appropriate parties, shall determine the model data elements necessary to observe and analyze State and national trends in crash occurrences, rates, outcomes, and circumstances. In order to become eligible for a grant under this section, a State shall certify to the Secretary the State’s adoption and use of such model data elements.

“(3) MAINTENANCE OF EFFORT.--No grant may be made to a State under this section in any fiscal year unless the State enters into such agreements with the Secretary as the Secretary may require ensuring that the State will maintain its aggregate expenditures from all other sources for

highway safety data programs at or above the average level of such expenditures in the 2 fiscal years preceding the date of enactment of this Act.

“(4) FEDERAL SHARE.--The Federal share of the cost of adopting and implementing in a fiscal year a program of a State pursuant to paragraph (1) shall not exceed 80 percent.

“(b) FIRST-YEAR GRANTS.—

“(1) ELIGIBILITY.--To be eligible for a first-year grant under this section in a fiscal year, a State must demonstrate to the satisfaction of the Secretary that the State has—

“(A) established a highway safety data and traffic records coordinating committee with a multidisciplinary membership that includes, among others, managers, collectors, and users of traffic records and public health and injury control data systems; and

“(B) developed a multiyear highway safety data and traffic records system strategic plan that addresses existing deficiencies in the State’s highway safety data and traffic records system and is approved by the highway safety data and traffic records coordinating committee and—

“(i) specifies how existing deficiencies in the State’s highway safety data and traffic records system were identified;

“(ii) prioritizes, based on the identified highway safety data and traffic records system deficiencies, the highway safety data and traffic records system needs and goals of the State, including the activities under subsection (a)(1);

“(iii) identifies performance-based measures by which progress toward those goals will be determined;

“(iv) specifies how the grant funds and any other funds of the State will be used to address needs and goals identified in the multiyear plan; and

“(v) includes a current report on the progress in implementing the multiyear plan that documents progress toward the specified goals.

“(2) GRANT AMOUNTS.--The amount of a first-year grant to a State for a fiscal year shall equal an amount determined by multiplying--

“(A) the amount appropriated to carry out this section for such fiscal year; by--

“(B) the ratio that the funds apportioned to the State under section 402 of this chapter for fiscal year 2003 bears to the funds apportioned to all States under section 402 for fiscal year 2003; except that no State eligible for a grant under this section shall receive less than \$300,000.

“(c) SUCCEEDING-YEAR GRANTS.--

“(1) ELIGIBILITY.--A State shall be eligible for a grant under this subsection in a fiscal year succeeding the first fiscal year in which the State receives a grant under subsection (b) if the State, to the satisfaction of the Secretary—

“(A) submits an updated multiyear plan that meets the requirements of subsection (b)(1)(B);

“(B) certifies that its highway safety data and traffic records coordinating committee continues to operate and supports the multiyear plan;

“(C) specifies how the grant funds and any other funds of the State will be used to address needs and goals identified in the multiyear plan;

“(D) demonstrates measurable progress toward achieving the goals and objectives identified in the multiyear plan; and

“(E) includes a current report on the progress in implementing the multiyear plan.

“(2) GRANT AMOUNTS.--The amount of a succeeding year grant made to a State for a fiscal year under this paragraph shall equal an amount determined by multiplying—

“(A) the amount appropriated to carry out this section for such fiscal year; by

“(B) the ratio that the funds apportioned to the State under section 402 for fiscal year 2003 bears to the funds apportioned to all States under section 402 for fiscal year 2003;

except that no State eligible for a grant under this paragraph shall receive less than \$500,000.

“(d) ADMINISTRATIVE EXPENSES.--Funds authorized to be appropriated to carry out this section in a fiscal year shall be subject to a deduction not to exceed 5 percent for the necessary costs of administering the provisions of this section.

“(e) APPLICABILITY OF CHAPTER 1.--The provisions contained in section 402(d) shall apply to this section.”.

(b) The analysis of chapter 4 of title 23, United States Code, is amended by inserting the following at the end: “412. State traffic safety information system improvements.”.

SEC. 2005. AUTHORIZATION OF APPROPRIATIONS.

(a) IN GENERAL.—The following sums are authorized to be appropriated out of the Highway Trust Fund (other than the Mass Transit Account) for the National Highway Traffic Safety Administration:

(1) CONSOLIDATED STATE HIGHWAY SAFETY PROGRAMS.—

(A) To carry out the State and Community Highway Safety Grant Program under section 402 of title 23, United States Code, except for subsections (k) and (l), \$162,000,000 for fiscal year 2004, \$167,000,000 for fiscal year 2005, \$172,000,000 for fiscal year 2006, \$177,000,000 for fiscal year 2007, \$183,000,000 for fiscal year 2008, and \$189,000,000 for fiscal year 2009.

(B) To carry out the performance grant programs under subsection (k) of section 402 of title 23, United States Code, \$175,000,000 for fiscal year 2004, \$179,000,000 for fiscal year 2005, \$183,000,000 for fiscal year 2006, \$189,000,000 for fiscal year 2007, \$195,000,000 for fiscal year 2008, and \$201,000,000 for fiscal year 2009.

(C) To carry out the impaired driving grants under subsection (l) of section 402 of title 23, United States Code, \$50,000,000 for each of fiscal years 2004 through 2009.

(2) HIGHWAY SAFETY RESEARCH AND DEVELOPMENT.—To carry out the highway safety research and development program under section 403 of title 23, United States Code, \$88,452,000 for fiscal year 2004, \$90,000,000 for fiscal year 2005, \$92,000,000 for fiscal year 2006, \$94,000,000 for fiscal year 2007, \$96,000,000 for fiscal year 2008, and \$99,000,000 for fiscal year 2009.

(3) EMERGENCY MEDICAL SERVICES GRANTS.—To carry out section 407 of title 23, United States Code, \$10,000,000 for each of fiscal years 2004 through 2009.

(4) STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS GRANTS.—To carry out section 412 of title 23, United States Code, \$50,000,000 for each of fiscal years 2004 through 2009.

(5) NATIONAL DRIVER REGISTER.—To carry out chapter 303 (National Driver Register) of title 49, United States Code, \$3,600,000 for fiscal year 2004, and \$4,000,000 for each of fiscal years 2005 through 2009.

(b) ALLOCATIONS.—

(1) EMERGENCY MEDICAL SERVICES ACTIVITIES.—Out of amounts appropriated pursuant to subsection (a)(2), the Secretary may use \$2,226,000 in each fiscal year to carry out paragraph (4) of section 403(a) of title 23, United States Code.

(2) INTERNATIONAL COOPERATION ACTIVITIES.—Out of amounts appropriated pursuant to subsection (a)(2), the Secretary may use \$200,000 in each fiscal year to carry out paragraph (5) of section 403(a) of title 23, United States Code.

(3) NATIONAL MOTOR VEHICLE CRASH CAUSATION SURVEY.—Out of the amounts appropriated pursuant to subsection (a)(2), the Secretary may use \$10,000,000 in each fiscal year to carry out paragraph (6) of section 403(a) of title 23, United States Code.

(c) APPLICABILITY OF TITLE 23.—(1) Amounts made available under subsection (a)(2) shall be available for obligation in the same manner as if such funds were apportioned under chapter 1 of title 23, United States Code.

(2) Notwithstanding section 402(d) of title 23, United States Code, the funds authorized by subsection (a)(1) that are apportioned or allocated in a State shall remain available for obligation in that State for a period of two years after the last day of the fiscal year for which the funds are authorized. Any amounts so apportioned or allocated that remain unobligated at the end of that period shall lapse.